BILLION-DOLLAR CONGRESS

It Appropriated Large Sums, Which Are in the Nature of Good Investments.

They Were Needed for Agriculture, the Army and Navy, Coast Defenses, Rivers and Harbors, and for Dearly-Won Pensions.

On Friday night Mr. A. J. Beveridge, in response to an invitation of Delaware county Republicans, visited Muncie and delivered a speech. The leading idea of the speech was a defense of the appropriations made by the Fifty-first Congress, and on this topic Mr. Beveridge said: The billion-dollar Congress was as eco-

nomical as it was honorable; it was as wise as it was just. The appropriations of the Democratic Fiftieth Congress amounted to \$818,000,000, in round figures. The appropriations of the Republican Fifty-first Congress reached \$988,000,000 in round numbers. Therefore, the billion-dollar Congress spent only \$170,-000,000 more than the Mills The expenditures Congress. of the Democratic Congress were made as slender as its intelligence, under the miserly estimates of a Democratic administration, about to go before the country for approval and afterwards defeated, disappointed and determined upon a deficit for its Republican successor. Even every Democrat must, therefore, approve the appropriations of the Democratic Fiftieth Congress. And if it appears that increase of \$170,000,000 made by the Republicans was wise and just the charge of extravagance

is answered. Of that increase, \$1,441,473.50 went to the Agricultural Department. This was caused by the transfer of the signal service to that department; by the establishment of agri-cultural experiment stations provided for by an act of the Forty-ninth Congress, and by the growth of the department. The Republican party is in favor of maintaining this department. It believes in agriculture as the chief element of prosperity. It believes in the science of farming. It believes in progress in ploughing and planting as much as in manufacturing. It knows that the earth's richest treasures will only be yielded up and her hidden beauties only revealed when man has learned her nature and her laws. Therefore the Republican party, which gave the farmers of the West free homes, believes in helping them still more; believes in increasing the sum of knowledge by experiments at government expense; in scattering millions of pounds of the world's choicest seeds over American fields. So the Republican party spends a million and a half dollars more on the Agricultural Department than the Democratic party. The Democratic party is opposed to the government's aiding any body.
Its creed is "Every man for himself." It is
the party of ignorance. No progress for it;
no experiments for it; no help from it. There it stands in the grass-grown furrow hind the wooden plow, where it went to sleep seventy-five years ago, with the cradle, the flail and the implements of a bygone age about it, and the whisky jug in the weedy fence cor-ner near by. Here is the Republican party, clad in the American-made garments of the American farmer, abreast of the age with the riding plough, the drill, the mower, the thrasher, the self-binding resper and all the products of protected American genius about it, the mearnate spirit of American intelligence and progress.

FOR THE ARMY AND FORTIFICATIONS. Of that increase \$32,085.25 was for the army. Any one who reads even a Democratic newspaper knows of the active hostility of the Indians for the last few years, knows that our army is a poorly supported band of heroes, protecting a frontier as great as Russia's. And that increase is not

50 cents per year for each soldier.
On the Military Academy we spent \$380,-449.75 less than the Democrats. That itlustrates the two parties. On actual fighting men the Republicans spend many thousands more than the Democrats. The Democratic party has always been hostile to an American army, but in the light of history they cannot be blamed for that. The Republican party has ever been the defender of the country's defenders. But on dress parade, white-pantalooned, curled-mustached, starched and perfumed cadets, practicing maneuvers on the heights of the beautiful Hudson, the Democratic party spent almost half a million dollars more than the Republicans. I have always maintained that the specialty of the Democratic party in military operations was

On fortifications the Republicans spent \$2,802,144 more than the Democrats; on the diplomatic department the Republican spent \$40,750 less than the Democrats. Again, that is a picture in figures of the two parties. The Republican party believes that, in time of peace, we should prepare for war. The Republican party believes in protecting our cities and coasts from possible foreign invasion, as well as our industries and our labor from certain ruinous foreign competition. We believe in planting torpedes, mounting cannons, stationing monitors at the gates of Democratic Boston, New York and Charleston, and warning a world, mad with the lust of war, that we can and will defend ourselves from any foe: that we can and will answer fire with fire, shot with shot, destruction with destruction. The Republican party believes in insuring the country against war by making ourselves so strong that no one dare attack us. Therefore we spend more on our fortifications than the Democrats. We spent \$7,307,146,70 more on Indian af-

fairs than the Democrats. All of this and more goes to secure to the government, by purchase from the Indians, over 7,(0),000 acres of land, which will be open to settlement and will return to the Nation's treasury more than \$12,000,000 in actual cash, besides giving thousands of homes to industry and civilization. This combines generosity with simple business sense. This is getting back more money than we spend, and, at the same time, furnishing to the toilers of the Nation more land upon which to plant, and sow and reap. It is merely creating wealth. It is simply an investment.

On the legislative department the Re-publicans spent \$1,456,683.12 more than the Democrate—about one-fortieth more, al-though the Republican Fifty-first Congress did forty times more work than the Democratic Fiftieth Congress. And if the Democratic party had not stood in the track of progress; if they had not tried to defeat the will of the majority; if they had not wasted days and weeks of the time of Congress. the Kepublican Fifty-first Congress would have spent no more on the legislative de-partment than the Mills-bill, do-nothingbut-talk, Democratic Fiftieth Congress. RIVERS, HARBORS AND POSTOFFICES.

The Republicans spent \$2,738,678.10 more on our rivers and harbors than the Democrats, and \$15,580,449.72 more on sundry expenses of the government, on printing, on extra appropriations for the world's fair, on the unusual appropriations for the census, on all the various sundry expenses, on the improvement of two Democratic harbors, Galveston and Boston, and on the public buildings in the various cities of the country. I am in favor of spiendid public buildings in every city. You want one here in Muncie. We want a federal building in Indianapolis, and Democrats and Republicans slike are demanding \$2,000,000 for it. We must have quarters for our postoffice, for our federal court, for the various departments of the the federal service, and so must our sister cities. The federal government ought not to be a renter-it ought to be a proprietor. Let the local homes of the federal government be as grand as that government itself.
The day is past when a poor build,
ing means either economy or intelligence.
To-day every one is building a decent
home. The homes of the farmers of Delaware county are palaces compared with those of their fathers. To be satisfied with what our fathers had is to be unworthy of them. The fact that so many American cities are growing so as to require great public buildings, that our rivers and barbors must be improved to accommodate our pereasing commerce is the highest evidence of the country's progress and prosperity. They are monuments to the achievements of the principles of the Republican party. If the land were the industrial and commercial wilderness which the Democratic party would make it, there would be no demand and fo need for public improvements. The Democratic party has always been opposed to the general government improving any locality. Its idea is that each locality

shall take care of itself. The Democratic party is the Diogenes of politics, content with a tub for its home. The Republican party is the imperial spirit of improvement, wearing upon its brow the glittering star of modern progress, and bearing for its motto this legend: "The best and nothing but the best for the American people."

We spent \$22,668,343.58 more than the Democrats on the Postoffice Department. This was to meet the growth and increase the efficiency of the postal service. Postal This was to meet the growth and increase the efficiency of the postal service. Postal rates have been reduced; new offices have been established; new routes marked out; old offices enlarged. Day by day people are increasing in intelligence; day by day they read more, think more, write more, and, therefore, through the supreme process of reason, day by day more of them be-come Republicans; day by day Republican principles enacted into laws are bear-ing their fruit and business increases and the postoffice is used more and more. That is the natural result of enlightenment and is the natural result of enlightenment and prosperity—that is the natural result of the commercial policy of the Republican party. The Postal Department must keep pace with the progress of the people. From a purely party point of view, I am for increased postal facilities, for wherever goes the mail-bag, goes the seeds of Republican votes.

THE NAVY AND PENSIONS. We spent \$14,042,344.69 more on the navy than the Democrats. Thank heaven for that! Thank heaven that an American navy floats again upon the ocean. And thank heaven it was done without injuring an American ship-builder. Upon the white record of its administration there is no stain of the infamous ruin of a John Roach. The Republican party is proud of the history of American achievements upon the ocean. The proudest legends of American valor are those of our navy. It has beaten many a foe from our coasts, crippled many an enemy upon the seas, Think of Paul Jones and his famous "I have just begun to fight," when his ship was sinking under him. Think of Perry and his message, "We have met the enemy and they are ours." Think of Lawrence and "Don't give up the ship." Think of Farragut lashed to the mast. Their spirit was not dead. Their blood still flowed in American veins, charged with quality of their high heroism. But their ships had rotted into hulks, and the American navy was the jest of the world. the ocean. The proudest legends of

American navy was the jest of the world. Not so to-day, thanks to the Republican

And the Republican Congress spent \$113,-312,351,69 more than the Democrats for pensions. Of this, \$25,321,907 was to make up the deficiency left by the Democratic thing more than another of which, as a Republican, I am proue, it is the princely policy of the Republican party toward the soldiers of the Union. There is something higher than prosperity for this country to attend to. The splendid American Republic ought to be grateful to her detenders. The holiestsentiment is gratifule. The man I supremely despise is the ungrateful man.
The Union soldier never can be completely
paid—the debt is too great. He never was
paid. The miserable \$13 per month he got was paid in depreciated currency, so that he never received more than \$8 or \$10 per month. Think of that. Think of 30 cents per day to stand on picket; 30 cents a day to plunge in the whirlwind and hurricane of battle; 30 cents a day to sleep in the blanket in the rain; 30 cents a day for Andersonville and Libby! And what did they give? Some an arm, some a leg, some are festering yet with the results of prison; the splendid powers of some have been made feeble. Not a man went to the front and fought and came back as sound a man as he would have been. God bless the soldiers of the Repub-lic! I would despise a government which would not care for its saviors like kings.
The Union soldier does not ask alms. He
asks his rights. Treat him at least as well
as the bondholder. Had not the Union soldier indorsed those bonds with his blood they would be waste paper to-day.

Everything done for the soldier has been done by the Republican party. Every pension iaw ever passed was passed by the Republican party. Every law that ever will be passed for the soldier will be passed by the great party of gratitude. And every one has been and will be opposed by the solid Democratic South. Every month the government pours hundreds of thousands of dollars into the pockets of Indiana's veterans. The Republican party brought that about. Throughout the country millions are paid out every month. The Republican party brought that about. It pays the old veteran's bills for food. It pays for his children's school books, for his wife's plain and humble dress. It pays for medicine he must daily take for the disease and wounds he brought back with his victorious flag. The Repub-lican party has kept faith with the world.

It is keeping faith with the soldiers. It

saved the government from death. It saved

it from the dishonor of repudiation. It is saving-it will save this country from the disgrace of ingratitude. Democrats tell us that pensions to Union soldiers will bankrupt the country. But those who are talking most about bankrupting the government by pensioning the Union soldiers were not so anxious about the government's welfare when it was in danger of a good deal worse than bankruptey. Bankrupt the government by paying Union coldiers their just dues! You cannot do it. Our fields are too broad and fertile; our mines are too deep and | ing two years: rich; our climate is too generous; our people are too strong and great; our energy too tireless: our hearts too grateful; the whole splendid land too noble and exhaustless for the government to be bankrupted by paying honest debts. Let our bounty to them be as boundless as the sea. They will

not be here long. THE MONEY IS NOT LOST. This is where the \$170,000,000 went which the last Congress spent more than the Democratic Congress. But money is not spent for which you get a return. When you buy a hat you have not destroyed your money-it is in another form, that is all. When you hire labor you have not destroyed the wages you pay the toiler-you have his labor in exchange. And when the government spends money it gets something in exchange-new lands for the people, better harbors and rivers for commerce, better buildings, better crops, better methods, better men, better citizens. Not one dollar is lost-every dollar is a wheel in the great

machine of progress. Another thing: That money goes out into the channels of industry. It is circulated among the people. Instead of being chained in helpless uselessness in the vaults of the treasury it is released and sent on its journey of joy among the producers and consumers of the land, where it should be. Through the process of industry and recompense that money is distributed among the millions and the heart of enterprise is quickened and the blood of commerce is sent coursing through the veins of prosperity all over the Republic. Every cent the billion Congress spent is a medal to its intelligence and its patriotism. It proved that it com-prehended the country's needs and the

country's destiny. No man has been injured by that ex-penditure. The farmer gets better dollars for his wheat than he ever got before and buys more and better sugar for those dollars than he ever bought before. The universal prosperity of the country highest evidence that the billion Congress has not injured a single American citizen. Every man who wears American-made clothing is a walking advertisement of the wisdom of the Republican policy. Every bill marked with that wonderful word "paid," the imperial certificate of solvency, is an attidavit to the results of Republican prin-

A Thing or Two About Giving.

The day is coming when the man who gives too little will feel little. The people who find it the hardest to give are those who give too little. The cheerful giver is the only giver whose

giving is like that of God. The cheerful giver is the one whose giving hurts the devil the most, There are many Goliaths in profession who are only Tom Thumbs in giving. The man who never gives the Lord any money has not yet given him his heart. The man who isn't as happy when he

gives as when he shouts has no right to There are people who wouldn't steal from man who rob God right along and think nothing of it. A long strap around the pocket-book of a noisy professor never does the cause of

It is not what its propretors say, but what Hood's Sarsaparilla does that makes it sell

SCHEME THAT WOULD COST

Rather than Elevate Their Tracks Chicago Railroads May Take Them Up,

Remove Their Depots and Do All Business Over a Belt Line Outside the City Limits-Decline in Local Freight Traffic.

It is said that a decidedly revolutionary move is contemplated by the various railways entering Chicago. Rather than elevate their tracks they will transfer their base of operations. It is proposed to build a new belt line with which each road will make connections, all tracks, depots and other property within the city limits to be absolutely abandoned. The Chicago & Northwestern estimatesthat to elevate the 190 miles of surface tracks which it owns in the city will cost \$65,000,000.

There are nearly 1,500 miles of surface tracks in Chicago proper, and on this basis the cost of complete elevation would run into figures somewhere between \$600,000,000 and \$900,000,000, or nearly twice the amount it would cost to duplicate the great Atchison system, which, with its 10,-000 miles of main lines, is the greatest rail-

road company in the world. Under the proposed plan the Chicago & Northwestern's main passenger station would be at West Eighteenth street, and passengers would be obliged to use cable cars, road trains or other means of local transportation to reach the city. In the case of a passenger arriving at Chicago on the Northwestern and bound to some point further East or South, a transfer train on the Belt line would take him at once to his proper depot. It is proposed to sell all railroad property in the city limits, and it is believed the amount so realized will build the belt line, all new depots and pay all the expenses attending the change and then leave a surplus of more than \$10,000,000 in the aggregate. The lines in the scheme are all the Vanderbilt roads, including the Chicago & Northwestern, and six other companies. The motive for this radical departure is the agitation re-sulting from the daily horrors at grade crossings, the loss of life in the aggregate being appalling.

A Marked Falling Off in Freight Business, The train records show that in the week ending Feb. 13 there were 1,399 fewer loaded cars received and forwarded than in the preceding week. Of the fifteen roads, but three handled as many cars last week as in the week ending Feb. 6, namely: the Vandalia, the east end of the Big Four-Chicago division-and the Cincinnati, Hamilton & Dayton. In each case the business of last week was a few cars in excess of that of the preceding week. The decrease is largely in east-bound business. The trunk lines Esst are still blockaded more or less, which obliges the Western roads to hold back freights and also prevents the return of empty cars to Western lines with the promptness desired. It is not for the lack of business, as elevators and store-houses are still over-taxed with grain at such points as Peoria. Shipments to Baltimore and Newport News are still large, and at these points cars are unloaded more promptly than at Philadelphia, New York or Boston; still, there is complaint that the Baltimore & Ohio does not handle its business more promptly. The last week there has been an increased movement of cotton eastward and of live stock, and shipments of dressed stuff, such as staves, heading, veneering and fine cabinet ware. West-bound the tonnage did not reach as large a volume as in the week ending Feb. 6, owing, doubtless, to the blockaded state of affairs at the East. It is now time for west-bound business to increase. Shipments west of anthracite coals, coke and heavy iron structural work are quite heavy, and transcon-tinental-line business has increased since the first of this month. It is rather quiet with north-and-south roads so far as through business figures, but in both in and out-bound business the local tonnage is well up to the usual February average. While local business is not heavy enough to require city freight depot forces to work overtime, it keeps the present complement of men busy to prevent the platforms becoming crowded with outgoing or incoming freights. From now on local traffic will begin to improve as the building season draws near, and the shipments of building material will commence, and there bids fair to be a good deal of building not only in Indianapolis, but all over the State the coming spring and summer. Below is given the number of leaded care received and forwarded at this point for the week ending Feb. 13, as compared with the corresponding week of the preced-

Name of Road.	Londed cars, 1892	Loaded cars, 1891.	Loaded cars, 1890.
L., N. A. & C., Air-line	420	309	316
L. D. & W	416	394	-
C., H. & D. (Ind'p'l's div.)	1,061	904	No. 100.00
L. E. & W	445	430	
(I. & V	575	461	
Penn's lines Louis'le div	730	1,043	
Cute go aiv.	530	611	442
(Ind'a pisdiv	1,614	1,532	
Peoria & East div Eastern Westdiv	1,188	1,075	
(Chicago div	2,617	2,329	
Big Four Ci'e'n'atidiv		2,890	
lines St. Louis div	2.011	1,668	
Cl'v'l'nd div	1,696	1,801	1,824
Vandalia	2,238	1,961	1,796
Totals	20,026	18,977	17,057
Empty cars			
Total movement	24,798	23,749	21,437

The Queen & Crescent is now running solid vestibule trains between Cincinnati and New Orleans.

· The directors of the Illinois Central road on Saturday declared a dividend of 21/2 per cent., payable March 1. E. G. Shute succeeds W. L. Witty, resigned, as agent of the Evansville & Terre Haute road at Saline City, Ind

The Baltimore & Ohio has added E. H. Steinman to its force of traveling passenger agents, with headquarters at Cumberland. The Illinois Central road for January

shows gross earnings of \$1,502,589, against \$1,516,182 in January, 1891; decrease this The Louisville, New Albany & Chicago road earned in the first week of February. \$54.881; increase over corresponding week

On Friday last the Chicago & Eastern Illinois had over one thousand car loads of Clay county coal standing on its side tracks at Chicago.

F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen, has gone on an extended Western trip. Yesterday he was in Topeka, Kan. The time in the shops of the Pennsylvania Railroad Company east of Pittsburg has been reduced to nine hours. The change is said to be but temporary.

The Newport News & Mississippi Valley Company will erect a handsome station at Evansville. The ground on which the structure will stand is now being cleared. The Lake Shore last week placed four more new and heavy freight engines on the division between Elkhart and Chicago, making twelve recently added to the western division.

P. S. Eustis, general passenger agent of the Chicago, Burlington & Quincy, has gone to New York to arrange for the payment of commissions, it is stated, on immi-

George K. Lewell, assistant superintendent of the Louisville, New Albany & Chicago road, has so far recovered from his recent injuries as to be about, and will today assume his usual duties.

The general passenger agents of a number of Western lines are seriously considering the placing on sale two-thousand-mile books at \$45, with no rebate nor signature. Such a mileage ticket would certainly be popular, but the railroad companies which



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it \$40 for a two-thousand-mile ticket. The increased travel would more than offset

A farmer who lives one mile from the Michigan Central road, near Dyer Station, Ind., has brought suit against the company for \$200, alleging that his barn caught fire from sparks of one of the company's loco-

At a number of points ground was broken last week for construction of the Detroit & Chicago, Wabash short line, and the work is now to be pushed, hoping to have trains running between Montpelier and Chicago by Nov. 1.

J. S. Winnett, the well-known general traveling agent of the Chicago, St. Paul & Kansas City road, has been appointed assistant general freight agent of the company, with headquarters at Des Moines, Ia. The appointment takes effect March 1. Engineer Wilson, of the Louisville, New

Albany & Chicago road, who, some months

ago, was so badly crushed in an accident that his surgeons thought recovery impos-sible, has so far recovered that on Saturday last he took his place on the footboard. The monthly report of J. Q. Hicks, general yardmaster of the Big Four lines at Indianapolis, shows that 12 per cent. more cars were handled at this point in the month of January than in the corresponding month of 1891, and the increased work was done at an additional expense of only per cent.

For the tenth time the rumor again is revived that D. J. Mackey is negotiating for the Kentucky & Indiana bridge. Less than three months ago he said he did not want it, as he got his trains into Louisville on better terms, so far as expenses are concerned, than if he owned or held control of the bridge.

Harry Fuller, general passenger agent of the Chesapeake & Ohio road, claims that the dining cars on that line come nearer being a paying investment than those run on any other road in the country, unless it be the Lake Shore. 'On most roads dining cars, while a great convenience to the passengers, are non-paying.

C. L. Rossiter, as assistant superintendent of the New York Central, yesterday assumed control of the passenger conductors, engineers and trainmen on the western division, with headquarters at Buffalo, and H. Gould, as assistant superintendent, has charge of the freight conductors, engineers and train crews, with headquarters at

The three Mackey lines show an increase in earnings the first week of February, as compared with the corresponding week of 1891. of \$8,630; the Evansville & Terre Haute earning \$22,382, an increase this year of \$1,939; the Peoria, Decatur & Evansville \$18,004, an increase of \$818; the Evansville & Indianapolis \$6,865, an increase this

The business men of Terre Haute are just awakening to the fact that a road to the southwest of that city would be a valuable one for the business of that usually wideawake town, and as the townships through which it is proposed to build the road are ready to vote subsidies it would seem that this is the opportune time for the friends of the project to push things.

Indications are that the next railway combination to be announced will be the Western New York & Pennsylvania railroad passing into the control of the Pennsylvania Railroad Company. The lines of the N. Y. & P. from Emporium and New Castle, Pa., to Buffalo and Rochester, N. Y., will be a valuable acquisition to the Pennsylvania. The N. Y. & P. has superior terminal facilities at Rochester, and in Pennsylvania passes through and owns sixteen thousand acres of valuable coal

E. O. McCormick, president, and the executive committee of the American Association of General Ticket and Passenger Agents, has been asked to change the place of holding the annual meeting from Monterey, Cal., to some more central point, as this meeting is an important one, and it is feared a large attendance cannot be secured, as but few general ticket agents can, at this season of the year, give the time required to go to California. It is likely that the place of meeting will be changed and that the semi-annual meeting next fall will go to Monterey.

One of the Pennsylvania's new heavy type of engines passed over the Pittaburg. Fort Wayne & Chicago road to Chicago last week, and attracted a good deal of attention. This type of engine has six driving wheels six feet in diameter, four compound cylinders, and it is claimed by the Baldwin locomotive-works, where it was built, will haul twelve cars at a speed of eighty to ninety miles an hour on a good piece of track. In running from Pittsburg to Chicago at several points a speed of seventy miles an hour was attained. The locomotive without the tender weighs 120 .-

George Boyd, assistant general passenger and ticket agent of the Pennsylvania Railroad Company, with headquarters at Philadelphia, came West to spend twenty-four hours with his father, who resides in this city, and is quite feeble. He returned to his post yesterday. Mr. Boyd thinks that the people of Indianapolis should show their appreciation of excellent train service now being given them by the Pennsylvania lines between the West and the East. A few years ago there were but two trains each way daily between Indianapo-lis and New York; now there are five, all well equipped and four of them fast.

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When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children Vie save them Castorie

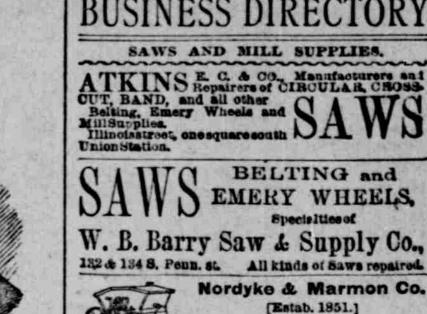
When Baby was sick, we gave her Castoria.

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